

The China Mail.

Established February, 1846.

VOL. XLV. No. 8187.

號二月四日九十八年英

HONGKONG, TUESDAY, APRIL 2, 1889.

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PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON:—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET, 30, Cornhill. G. BATES & GOTON, Ludgate Circus, E.C. BATES & HANLEY, 2, Watbrook, E.C. S. & J. DODGE & CO., 150 & 154, London Wall Street, E.C. W. M. WILLIS, 151, Cannon Street, E.C. PARIS AND EUROPE:—AMEDEE PALME, 36, Rue Lafayette, Paris. NEW YORK:—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTON, Melbourne and Sydney. O. SMITH & CO., THE ANTHONY CO., Calcutta. SINGAPORE, STRAITS, &c.:—SAYL & SONS, Singapore. O. HEINSEN & CO., Manila. CHINA:—MACAO, F. A. DE CRUZ, S. & CO., QUINCH & CO., AMoy, N. MOALLE, FOSHAN, HEDGE & CO., Shantung, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1. Sums less than \$1, or more than \$250 at one time, will not be received. No depositor may deposit more than \$2,500 in any one year. Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. annual interest. Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances. Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July. Correspondence as to the business of the Bank is directed to the Hongkong Savings' Bank forwarded free to the various British Post Offices in Hongkong and China.

7. Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

G. E. NOBLE,
Chief Manager.

Hongkong, January 1, 1889. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$4,300,000
RESERVE LIABILITY OF PRO^{TE}CTORS, \$7,500,000

GOVT. OF DIRECTORS.

Chairman, W. H. KIRKES, Esq.
Deputy Chairman, H. L. DALYMPLE, Esq.
Hon. JOHN BELL, S. C. MICHAELSEN,
IRVING, Esq.

W. G. BROOK, Esq.
J. S. MOSES, Esq.
J. F. HOLLOWAY, Esq.
Hon. B. LAYTON, Esq.
H. A. SOLOMON, Esq.

CHIEF MANAGER.

Hongkong, G. E. NOBLE, Esq.
MANAGER.
Shanghai, EWAN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credit granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, March 8, 1889. 363

Intimations.

NOTICE.

MRS. KORFF, of the Berlin Conservatory, begs to announce to the Residents of Hongkong that she proposes to give LESSONS IN MUSIC (PIANO-PIANO), SINGING, and HARPSICHORD; and is also desirous of forming a PUPILS' CLASS for the practice of these Subjects.

Mr. Kourff is glad to receive Applications from Ladies and Gentlemen, at her temporary Address, Room No. 28, Victoria Hotel.

Hongkong, March 19, 1889. 533

Intimations.

TUITION IN FRENCH.

MIDDLE MAILLARD begs to intimate that she will give LESSONS in FRENCH, GRAMMATICAL, CONVERSATIONAL or LITERARY.

Terms on application, 3, West Terrace, Hongkong, April 1, 1889. 621

HONGKONG RIFLE ASSOCIATION.

SPOON COMPETITION.
600 YARDS, 10 SHOTS.

WILL take place NEXT SATURDAY, W 6th April, at 4 o'clock p.m. Carbines will be allowed One Shot Extra.

A. SHELTON HOOVER,
Hon. Secretary.
Hongkong, April 1, 1889. 616

THE HONGKONG HOTEL, COMPANY LIMITED.

ISSUE OF \$100,000 IN 500, 5% PER CENT.

MORTGAGE DEBENTURES OF \$500 EACH,

TO BE PAID OFF ON OR BEFORE THE 10th APRIL, 1890, (AS PROVIDED BY THE DEBENTURES AND THE CONDITIONS ENTHRONED THEREON) OF WHICH THE SUM OF \$500,000 IS OFFERED TO THE PUBLIC.

Applications from the Public are invited for the above \$500,000 in \$5 per Cent. per annum Mortgage Debentures of \$500 each.

THESE DEBENTURES are issued in order to provide funds for paying off existing Mortgages, amounting to \$500,000, for the erection and completion of the new wing of the Hotel, and other purposes of the Company, and will be charged (as provided by the Debentures and the Conditions Enthroned Thereon) upon the Remaining Portion of Marine Lot No. 3, Marine Lot No. 5, and the Remaining Portion of Marine Lot No. 7, and the entire block of Buildings thereon, being the whole of the Company's valuable landed Property and Buildings situate, as is well-known, in the business centre of the City.

Each DEBENTURE will be issued at par for the sum of \$500 payable to Bearer, and will carry Interest from the 19th April, 1889, at the rate aforesaid, payable half-yearly, on the 19th October and the 19th April, on presentation at the Office of the Company, on or before the 10th April, 1890.

Correspondence as to the business of the Bank is directed to the Hongkong Savings' Bank forwarded free to the various British Post Offices in Hongkong and China.

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NOTICE.

I HEREBY inform Buyers of PRESERVES, &c., that of late several fraudulent imitations of my Brand CHY-LOONG have been offered for Sale, and that no Goods will be genuine CHY-LOONG PRESERVES, unless the following Label is found in the boxes:—

CHY-LOONG.

DEALER IN SWEETMEATS;
SOY AND ALL KINDS OF CANTON
PRESERVES.

No. 34, Old China Street.

An attempt has been made by a person in Hongkong to pass off upon persons purchasing sweetmeats for Export an inferior article upon which he places my name in order to deceive those who may purchase: thereby injuring my former reputation. This is to inform my old customers that there has been no change made in my manufacture from the former ones, and that my sweetmeats can be obtained at no other place than where it has been made for the past 50 years at No. 34, Old China Street. Parties residing abroad should be particular, when giving orders, to purchase of no others who bear my name as they are of inferior quality.

CANTON, 5th December, 1881.

And on Gasks my seal, CHY-LOONG, CANTON, with a Rosette will be found on the Corks.

I also beg to notify that I have no Agency in Hongkong, nor is anybody entrusted with the sale of my Goods there.

CHY-LOONG.

511 Honan, Canton.

CHAS. J. GAUPP & CO., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silver Works.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RTICULAR LIQUID AND OTHER COMPANIES, ADMIRALTY & MARITIME CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATEDWARE, CHIRNOLD & CO.'S ELECTRO-PLATEDWARE, GOLD & SILVER JEWELLERY in great variety.

DIA M O N D S

DIAMOND JEWELLERY, A Splendid Collection of the Latest London Patterns, at very moderate prices. 742

ORIENTAL BANK CORPORATION IN LIQUIDATION.

NOTICE TO CREDITORS

PAYMENT OF 6th DIVIDEND.

6th DIVIDEND of 6 $\frac{1}{2}$ on all CLAIMS against the HONGKONG BRANCH OF THE ORIENTAL BANK CORPORATION, which have been approved by the Court of Chancery, will be paid at the Office of the NEWTONIAN BANK CORPORATION, Limited, on and after MONDAY, the 1st of MARCH next.

Creditors are requested to apply to the Bank for their Dividends and to produce the letter they hold from the Official Liquidator, admitting their Claims, in order that the Payment of the 6th Dividend may be endorsed thereon.

PAYMENT OF FINAL DIVIDEND IN ADVANCE UNDER DISCOUNT.

THE OFFICIAL LIQUIDATOR by arrangement with THE ASSETS REALIZATION CO. is prepared to PAY IN ADVANCE to Creditors willing to receive such Payment IN FULL DISCHARGE OF THEIR CLAIMS the Dividends of 5 $\frac{1}{2}$ per cent. in the year ending MARCH next.

Creditors are requested to apply to the Bank for their Dividends and to produce the letter they hold from the Official Liquidator, admitting their Claims, in order that the Payment of the 6th Dividend may be endorsed thereon.

E. W. RUTTER,

Agent for the Official Liquidator, Oriental Bank Corporation in Liquidation.

2, QUEEN'S ROAD, Hongkong, February 6, 1889. 236

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, Ltd.

TIME TABLE.

WEEK DAYS.

8 to 10 a.m. every quarter of an hour.

12 " 2 p.m. half hour.

3 " 7 " quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.45 and 11 p.m.

SUNDAYS.

10.40 a.m. to 3 p.m. every half hour.

3 to 7 p.m. every quarter of an hour.

Special CARDS may be obtained on application to the SUPERINTENDENT.

Single Tickets are sold in the Cars; Five-Cent Coupons and REDUCED TICKETS at the Office.

MAEDEN, FRICKEL & CO., General Managers.

Hongkong, January 2, 1889. 2

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALICE MEDICAL HOSPITAL.

(1) Glass Jars (for museum purposes).

(2) Illustrated Papers and Books for the Student's Reading Room and Library.

Address to

JAMES CANTLIE,

Hon. Sec. to the College.

Hongkong, August 7, 1888. 1317

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist,

(FORMERLY ASSISTANT APPRENTICE AND LATE ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers.

No. 2, DUDDELL STREET

CONSULTATION FREE.

Divided to missionaries and families.

Sole Address.

2, DUDDELL STREET,

(Next to the New Oriental Bank.)

Hongkong, January 19, 1889. 693

To Let.

TO LET—FURNISHED,
From 1st of May.

NO. 4, SEYMOUR TERRACE.

Apply to
R. H. KIMBELL,
16, Bank Buildings.
Hongkong, April 1, 1889. 618

TO LET.

TIRE DWELLING HOUSE, NO. 2,
DOUGLAS VILLAS.
Possession from 1st May.

Apply to
DOUGLAS LAPRAK & CO.,
Hongkong, March 30, 1889. 603

TO LET.

ROOMS in 'COLLEGE CHAMBERS.'

Apply to
DAVID SASSOON, SONS & CO.,
Hongkong, December 12, 1888. 501

TO LET.

GROUND FLOOR of HOUSE NO. 63,
Queen's Road Central.
Possession from 1st April next.

Apply to
LAI HING & CO.,
No. 151, Queen's Road Central.
Hongkong, March 13, 1889. 475

TO LET.

(With Immediate Possession.)

N^o 1, 2 & 4, QUEEN'S CARDENS.

Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, March 14, 1889. 147

TO LET.

PEAK—LA HACIENDA, formerly
occupied by Sir GEORGE PHILLIPPO.

Apply to
H. N. MODY,
Victoria Buildings.
Hongkong, December 12, 1888. 2096

FOR SALE.

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JULES MUMM & CO.'s
CHAMPAGNE, &
Quarts.....\$20 per Case of 1 doz.
Pints.....\$21 " 2 "

Dubois Frères & de Germon & CO.'s
BORDEAUX CLARETS AND
WHITE WINES.

Baxter's Celebrated 'Barley Beer'
WHISKY.—\$7 per Case of 1 doz.
GIBR, LIVINGSTON & CO.
Hongkong, July 18, 1884. 1187

INSURANCES.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

NORTON & CO.,
Agents.

Hongkong, July 15, 1887. 1340

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

ADAM W. SPIES, American barque, Capt.
A. D. FIELD.—RUSSELL & CO.

BYLGA, German barque, Captain P.
WIESER.—WIESER & CO.

HATTER E. TAPLEY, British barque, Capt.
J. McCONNALLY.—GIBB, LIVINGSTON & CO.

PACTOLIS, American ship, Capt. TH. D.
BURNHAM.—PUSTA & CO.

Not Responsible for Debts.

THE Undersigned, Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & CO.,
Agents.

Hongkong, July 15, 1887. 1340

SHARE LIST—QUOTATIONS.

THE Undersigned, Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & CO.,
Agents.

Hongkong, July 15, 1887. 1340

To-day's Advertisements.

LETTERS PATENT.

In the Matter of the Petition of WILLIAM ORR and PETER STUART BROWN, both of No. 109, Saint Vincent Street, Glasgow, in the County of Lanark, for LETTERS PATENT, for the exclusive use within the Colony of Hongkong, of an Invention for Improving the Art of Making Ships, in respect of making the Sections of their hulls together and in certain of their parts, together with certain improvements applicable to the Construction of Buildings, covered and other Vehicles, close fencing and other purposes, for which Her Majesty's ROYAL LETTERS PATENT were granted on the 19th day of May, 1889, to WILLIAM ORR and PETER STUART BROWN.

To DEFEND.

Per Knight, from Hongkong : from Hongkong, Meers Stampel, Bottinger, F. B. Ayer and H. Borne, from London, Mr. Budde, Miss Marshall, Miss Wright, Dr. Charles' servant, Miss Bodley, Meers, Kopach, Cropton, Jameson and Hughes; from Brandis, Messrs O. Parker, J. Pilcher, Bigot, Miss Finley, and Mrs Cox; from Singapore, Mr. Botcher.

Per Cicero, for Saint 30 China, 10 Chinese, 100 Chinese, 100 Chinese.

Per Nelson, for Singapore, Mr. G. Campbell; for London, Meers Prinsep and Kinney.

Per Knight, from Hongkong : from Hongkong, Meers Stampel, Bottinger, F. B. Ayer and H. Borne, from London, Mr. Budde, Miss Marshall, Miss Wright, Dr. Charles' servant, Miss Bodley, Meers, Kopach, Cropton, Jameson and Hughes; from Brandis, Messrs O. Parker, J. Pilcher, Bigot, Miss Finley, and Mrs Cox; from Singapore, Mr. Botcher.

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We hear that Mr. Sheldon Hooper, Assessor and Valuator, has been appointed secretary of the new Land Investment Company. The Government will lose a very valuable officer.

Suites in Canton.—According to the *Chung-ni-kuo-pu* the barbarous practice of immolating wives on the death of their husbands, exists in China at the present day. In the District of Lien-ching (連江) in Fukien Province, it used to be a common thing some ten years ago to urge women to be publicly strangled on the death of their husbands, and the Magistrate had to be present at the ceremony. A magistrate of more humanity than usual, seeing a woman resisting her executioners, put a stop to the proceedings, and prohibited the practice. But it still goes on unnoticed in out-of-the-way places.

In days when the direct intervention of Providence in the affairs of men was more believed in than it is now, the disaster which has overtaken the German and American fleets at Samoa would have been recognised as a Divine chastisement for the bloodshed and ruin, which the greed and jealousy of Western nations have caused in these fair islands of the South Pacific. But, although few will now be disposed to put such an interpretation on the lamentable catastrophe, it must be admitted that the Germans, by their arbitrariness and recklessness which have characterised their action in Samoa during the last year or two, have alienated many of their well-wishers in Europe and America. But for their interference in the internal management of the islands, depositing one King and setting up another, a cruel war which has been devastating the land since then would not in all probability have broken out. Their interference was in violation of treaty agreements with England and the United States, whereby the independence of the islands and the neutrality of the three Powers interested, were recognised. United States interests chiefly suffered by the hostilities, and several Americans actively supported the chief Mataafa, who had rebelled against the puppet King, Tamasese, whom Germany had set up. Recent events in the islands led to somewhat strained relations between the two nations, each blaming the other for inciting the natives and prolonging the struggle. In the month of December a serious engagement took place. Mataafa's men, headed by an American named Klein, defeated a German party, inflicting a loss of fifty men. Since that reverse the Germans have been acting with a high hand in Apia, but have not ventured a pitched battle with Mataafa's men. After the fight in December the United States despatched the *Trenton*, with Admiral Kinney, to Samoa, and shortly afterwards the *Venice* left for the same place. The *Nipic*, Commander Mullan, was already at Samoa, and had been actively engaged with the English man-of-war *Royalist* in defending non-German interests in the islands. The temper shown by America led Bismarck to despatch the *Viceroy*, the *Tsing Kwo-chuan*. On the 23rd, accordingly, the *Viceroy*, French Secretary, the *Tsao* Kung, *Psi-k'ing*, escorted the Admiral and the Consul to the *Viceroy*'s yacht, where they were received with great state. Mr. Mansfield can converse well in Pekin, having had considerable intercourse with officials, but *Kung Taotai* was ready to give his assistance to the natives for killing German marines. Meanwhile the whirlwind has wiped out both the American and German squadrons at Samoa, and this disaster may change the whole aspect of the question. The only foreign man-of-war which escaped was the much-abused *Colt*, whose hull the Australians declared to be rotten. The *Colt* took the place of the *Royalist* at the beginning of the year. The course of making out to see whenever a hurricane begins is a favourite one with the English navy, and the wisdom of it has been amply demonstrated in this case.

H.M.S. *Acerby*, with Admiral and Lady Salmon, returned to Shanghai from the River Ports on the 27th ultimo.

The *Shanghai Mercury* of 27th ult. says:—The Russian gunboat *Koreto* arrived here this morning from Korea. The British torpedo boat *Poro* and French gunboat *Aspic* were at Chinkiang yesterday.

Mr. Yuan, the Chinese Resident at Seoul, is, we hear, to be recalled, and to be succeeded by Mr. Ma, brother of the director of the China Merchants' Company, and Mr. Lo, secretary to the Viceroy of Chihli. The situation must be considered serious in Korea if two such important officials are to be sent to replace Mr. Yuan.—N.O. Daily News.

On the meeting of the Shanghai Chamber of Commerce, Mr. Macgregor stated that the manner in which the so-called concession of Bonding privileges had been regarded by the import trade of Shanghai is evidenced by returns which have just been published by the Customs. These show that this interference with the trade of the port does not in any way confer a privilege, the result cannot be profit to the China Merchants' Steam Navigation Company, while it is anything but calculated to foster the entente cordiale which we believe China desires to maintain with the representatives of Western nations. The damage so far to others who have not been great, but this attempt at the exclusive exercise of an imperial prerogative within the limits of the port, for the residence and business premises of foreigners, can only tend to friction, which is highly to be deprecated. The concession was supposed to promote the extension of trade, but in its present shape it only hampers and tends to curtail it. Another matter which may be mentioned is the scant consideration shown to this Community by the British Post Office in the despatch of the mails on Tuesday morning during the S. W. Monsoon. In these days of rapid communication by steam and telegraph it is monstrous that the decent comfort of the mercantile public here should be sacrificed to some fancied security of arrival of the mails in London on a given day of the week; there is no reason in the world why the mail from this end should not be despatched on Friday night all the year round in the same way as they are despatched from London, as they certainly are. The *Queen's Road* is almost a quagmire. The poor right-hands people here have not a single road to go to. The Directors of the P. & O. Co. for this piece of red tape, it perhaps does not affect their Company, but I can imagine circumstances in which they might find it advisable to move energetically in the matter. The despatch from this port on Friday night would suit all the post, as far as Penang at any rate, and I do not see why the Sundays of our Tea and Silk men should be encroached upon as they certainly are by the despatch of the mails on Monday night during the summer months. (Applause.)

The *Hu Pao* gives a short paragraph stating that the *Chen Hui* was the man-of-war in which the Judge left for Port Arthur, attended by a very small retinue, and accompanied by Mr. Li, Military Secretary to the Viceroy.

We hear that a very serious railway accident has happened on the Tientsin-Taku line. The *Tsao* *Tao* says that the circumstance has created a very unfavourable impression in high quarters, and, we fear that it will still further tend to check the long-looked-for extension of railways throughout the Empire.—*Shanghai Courier*.

Lady Li's Birthday.—The 20th March was the birthday of her ladyship; the wife of the Viceroy, and as usual an old custom of a small military audience at this city repaid early to the Viceregal Yamen and offered their congratulations and respects to the happy lady. In conformity with her wonted custom, Lady Li distributed on her birthday a large amount of charity to poor women and girls, some of whom received as much as 1,000 native cash, while others received several hundred.

The numerous applicants for charity surrounded two sides of the Yamen, and as they received their alms they were loud in their demonstrations of gratitude. The amount of a offering that is relieved and the number of lives saved every winter through the bounties of this gracious lady can be estimated.—*Shen Pao*.

At Canton the Chinese Government lately established outside the East Gate two sets of machinery purchased abroad, one for minting copper cash, and the other for minting silver coins. The Viceroy Chang Ching-tung, however, after mature deliberation, has come to the conclusion that these enterprises are impracticable, the making of money on account of the expense, and that of silver money on account of the coins being acceptable to the Chinese. The copper mint will work for three months, and then cease, the Viceroy now having the intention of buying from abroad machinery for weaving cloth, and utilising the mint factory as a cloth-weaving factory. This far-sighted and patriotic Viceroy hopes by this means to obtain for China a source of profit which has too long been monopolised by foreigners.—*Shen Pao*.

In 1886 M. Thévenet obtained a contract from the Viceroy Li Hung-chang for a dock at Port Arthur to be completed within three years at a cost of something over £1,000,000. Finding it to be unexpected difficulties in the work, that he could not complete it at that cost, he applied for a further sum, which the Viceroy declined to grant, but promised to endeavour to make it up for him on some other contract, and last year instructed him to build an iron fort in European style at Liukung Shan, for about Th. 300,000. This has not yet been commenced, and the Port Arthur dock, we hear, has but small chance of being completed by this autumn, when the three years' limit expires. Much caving in has occurred and cracks have appeared in the foundation, and when the dock is full of water the banks will be washed away. The springs of water in the dock are like the cells in a honeycomb for number, and water will keep bursting in night and day. The floor is fine sand and small stones, and to stop these requires a great deal of labour. The Japanese rivers, by deposit of silt and mud, have gradually raised their banks, and while this has increased the strength of the base was not adequately considered, hence frightful damage by inundation each year. Some years ago the Japanese Government engaged some hydraulic engineers in Holland, and as we have said, these gentlemen have done most excellently, and economically done most excellent work.

Dutch engineers indeed have long enjoyed a world-wide reputation for hydraulic work, and their services have been sought by various European Governments having problems to be solved, and they have made a considerable portion of the Suez Canal was made by Dutch engineers, and they were employed on the Mississippi when its bed had to be changed. It is not therefore

surprising that they have done well.

The Yellow River has been surveyed by at least three competent foreign engineers: Herr Bette of the German Syndicate, who examined the region of the sea mouth; Monsieur Carrey of the French Syndicate, who surveyed the Ching Chou branch and the regions by Ching Hsu; Mr. Morrison, who made two examinations, the last at Ching Chou. The reports of these gentlemen are very interesting, and General Wilson, an very intelligent observer, who made a hasty journey along part of the river two or three years ago, was of the same mind. From such information as we can get from time to time, we remain of opinion that the reclamation of the river is possible, but the expense will be prodigious, so that, in any case, it may be better to, at any rate, and the difficulties by intercepting the flood waters and diverting them into natural basins that exist on the north side in Mongolia, after the pattern of the Kuan Morris.

In a short time the beautiful organ of the new Pei-t'ang cathedral will be in perfect order, and we recommend visitors to the capital to be sure to go to see the Cathedral, also the *Tao* *Tao*, where there is some beautiful wrought-iron work made by order of Louis XV. for the Church that existed in his days. The Pei-t'ang organ is nearly as big as can be calculated from the crowd of people who obtain cheap passage under false pretences. In the middle of the hubub, while the people were holding out their tickets and shouting to be allowed on board, a crowded boat was capsized, and its occupants, in addition to the chagrin of losing their passage, were treated to an icy bath, and only rescued from drowning with difficulty.—*Shen Pao*.

AMY SHERWIN'S COMPANY AT THE THEATRE ROYAL.

The *Shen Pao* in a recent issue gave an account of some circumstances at Chinkiang which might have ended in a popular outbreak. The following were the real facts:—There were four bundles of firewood blocking the road, and a Chinese policeman came and civilly requested the coolies who had placed them there to remove them. The coolies only refused to do so, but were very abusive. The Chinese policeman used his stick, a little rattan whip, to point out where he wanted the loads taken, and did not strike anyone at all. The coolies, however, collected a mob of their friends and dragged the policeman to the Chinese petty official, beating the man as they dragged him along. Mr. Sun, the official in question, on enquiry found that it was only a petty robbery, and at once had the policeman released, without any order for a display of fireworks as an *amende honorable*, and ordered no desire for the policeman to be placed in the cangue. The U.S. Consul knew nothing of the matter until he read about it in the *Shen Pao*. The latter journal would be very careful not to allow any inaccurate and misleading accounts to appear in its columns—which are calculated, during the present feeling at Chinkiang, to do some mischief.—*Letter to Hu Pao*.

On the 15th March Mr. Mansfield, British Consul at Chinkiang, proceeded with the British Admiral to Nanking, and visited the *Taotai* *Li*, to whom at a dinner given in honour of the visitors, the Consul communicated his desire of interviewing the *Viceroy* *Tsing Kwo-chuan*. On the 23rd, accordingly, the *Viceroy*, French Secretary, the *Tsao* *Kung*, *Psi-k'ing*, escorted the Admiral and the Consul to the *Viceroy*'s yacht, where they were received with great state. Mr. Mansfield can converse well in Pekin, having had great success with Mr. Stockwell, having had considerable intercourse with officials, but *Kung Taotai* was ready to give his assistance to the natives for killing German marines. Meanwhile the whirlwind has wiped out both the American and German squadrons at Samoa, and this disaster may change the whole aspect of the question. The only foreign man-of-war which escaped was the much-abused *Colt*, whose hull the Australians declared to be rotten. The *Colt* took the place of the *Royalist* at the beginning of the year. The course of making out to see whenever a hurricane begins is a favourite one with the English navy, and the wisdom of it has been amply demonstrated in this case.

NO STEAMER FOR CHUNGKING.—The *Shanghai Mercury* says:—The reading of the news that the two steamers which have been eagerly awaiting the news that Chungking would be opened to general trade by the successful passage over the rapids of the Upper Yangtze Steam Navigation Company's steamer *Kuling*. But we have received news from Ichang which, if true, and we have every reason to believe it is, places the opening of Chungking in the very remote future. Our correspondent writes briefly to the effect that the *Kuling* has been sold to two very powerful Viceroy and the China Merchants' Steam Navigation Company for the formidable sum of Th. 120,000, and that each of the three purchasers contribute Th. 40,000. It is understood that the sellers have sold themselves to the Americans for ever, of attempting to put a steamer to Chungking, and this concession on their part, we presume, accounts for the handsome sum they receive for the *Kuling*. The original capital of the Upper Yangtze Steam Navigation Company was £100,000, and to meet liabilities it was afterwards increased by £3,000, so if the *Kuling* is sold for Th. 120,000, the shareholders have no reason to complain of their speculation. We regret to hear that H. B. M. Consul at Ichang, who has lately been engaged in drawing up navigation rules for the *Kuling*, is not in the best of health. It is said that he has had just a little too much of the business, and that he is leaving the port to recuperate.

Writing two days after the *Course* reported, the *Shanghai Mercury* says:—The other day we reported that we had received information from Ichang to the effect that the steamer *Kaitie* had been sold to the *Viceroy* of Szechuan and *Hupan* and the China Merchants' Steam Navigation Company for the sum of Th. 120,000, and that each of the three purchasers contribute Th. 40,000. It is understood that the sellers have sold themselves to the Americans for ever, of attempting to put a steamer to Chungking, and this concession on their part, we presume, accounts for the handsome sum they receive for the *Kuling*. The original capital of the Upper Yangtze Steam Navigation Company was £100,000, and to meet liabilities it was afterwards increased by £3,000, so if the *Kuling* is sold for Th. 120,000, the shareholders have no reason to complain of their speculation.

The third act of Plotow's 'Martha,' which constituted the second part of the entertainment, went even better than it did last time, as given by the company, notwithstanding Mr. Stockwell's cold. Miss Sherwin introduced one verse of 'The last rose of summer,' and the audience would have given a round of applause had not the *Kuling* been sold to the Chinese.

The *Shen Pao* in a recent issue gave an account of some circumstances at the *Pei-t'ang* cathedral which might have ended in a popular outbreak. The following were the real facts:—There were four bundles of firewood blocking the road, and a Chinese policeman came and civilly requested the coolies who had placed them there to remove them. The coolies only refused to do so, but were very abusive. The Chinese policeman used his stick, a little rattan whip, to point out where he wanted the loads taken, and it is believed that in a few days this matter will be satisfactorily arranged. There are few high officials who are worthy of fill their post, or whom China has so much reason to be proud, as the *Viceroy* *Tsing Kwo-chuan*.—*Shen Pao*.

At the meeting of the Shanghai Chamber of Commerce, Mr. Macgregor stated that the manner in which the so-called concession of Bonding privileges had been regarded by the import trade of Shanghai is evidenced by returns which have just been published by the Customs. These show that this interference with the trade of the port does not in any way confer a privilege, the result cannot be profit to the China Merchants' Steam Navigation Company, while it is anything but calculated to foster the entente cordiale which we believe China desires to maintain with the representatives of Western nations. The damage so far to others who have not been great, but this attempt at the exclusive exercise of an imperial prerogative within the limits of the port, for the residence and business premises of foreigners, can only tend to friction, which is highly to be deprecated.

The concession was supposed to promote the extension of trade, but in its present shape it only hampers and tends to curtail it.

Another matter which may be mentioned is the scant consideration shown to this Community by the British Post Office in the despatch of the mails on Tuesday morning during the S. W. Monsoon.

In these days of rapid communication by steam and telegraph it is monstrous that the decent comfort of the mercantile public here should be sacrificed to some fancied security of arrival of the mails in London on a given day of the week; there is no reason in the world why the mail from this end should not be despatched on Friday night all the year round in the same way as they are despatched from London, as they certainly are.

The *Queen's Road* is almost a quagmire. The poor right-hands people here have not a single road to go to. The Directors of the P. & O. Co. for this piece of red tape, it perhaps does not affect their Company, but I can imagine circumstances in which they might find it advisable to move energetically in the matter.

Wooden streets may be dangerous in case of fire, but surely some improvement could be made on the existing roads. Fine roads may embellish the island, but we

should be encroached upon as they certainly are by the despatch of the mails on Monday night during the summer months. (Applause.)

PEKING NOTES.

23rd March, 1889.

It is the multitude of foreign engineers who are specially skilled in hydraulic works, who arrived here, and under the auspices of the Dutch Legation, now in charge of Mr. Bhan, as the Minister, Mr. Ferguson, is away at Swatow, will confer with the Imperial authorities about the Yellow River reclamation, reparations, etc. We are informed that one of the gentlemen has been for three years in Japan, where he and some other Dutch Engineers did most admirable work, on a smaller scale, of course, to the Yellow River, but yet the Japanese rivers, by deposit of silt and mud, have gradually raised their banks, and while this has increased the strength of the base was not adequately considered, hence frightful damage by inundation each year. Some years ago the Japanese Government engaged some hydraulic engineers in Holland, and as we have said, these gentlemen have done most excellently, and economically done most excellent work.

It will not be long before the Captain of steamers will be blessed with their old friends, the Shanghai grain junks (who doubtless in return will be also blessed). There will, of course, be the usual amount of stupidity, perversity, and annoyance from the junks, but we trust the care and patience proverbial among the northern skippers will ensure a similar freedom from that which characterised last year, 1888, when the Chinese Sugar to Foreign countries, amounting to 1,012,820 piculs (say 60,000 tons), against an import of Foreign Sugar amounting to 135,400 piculs (say 8,680 tons) only merits some notice. Of the total export (1,012,820 piculs), 332,901 piculs, one-third—were shipped from Formosa to Japan, and the remaining two-thirds left for Hongkong and Macao respectively, the latter being the chief port of junk cargo which passed through the Kowloon and Tsimshau offices, and may have subsequently re-entered China as Native produce imported from Hongkong.

With the year 1888 came the introduction at Shanghai of Bonded Warehouses for general Foreign Imports. Considering that general imports are wrought slowly in methods of doing business, even when the advantages derivable are immediate and obvious, one can understand that the first year's results of Bonding are comparatively small.

Touch self-denial and make it practice

pleasantable, and you create for the world a destiny more salutary than that issued from the brain of the widest dreamer.—*Water Scott*.

SCOTT'S EMULSION OF RICE COOKED.

Oil with Hypophosphites acts both as food and medicine. It not only gives flesh and strength by virtue of its own nutritive properties, but creates an appetite for food, that builds up the wasted body. Read the following:—Scott's Emulsion is in my opinion an excellent and valuable compound. I have given it to consumptive patients and have been delighted with the results obtained. It is pleasant to the taste and can be borne by the most sensitive stomach. E. A. Rowan, M.D., Butterfield, Duxford. Any Chemist can supply.—Watson & Co. (Limited), Agents in Hongkong and China.

QUOTATIONS.

HONGKONG, April 2.

OPium—New Patua, cash... 545

Old " " cash... 520

New Benares, cash... 520

Old " " cash... 520

New Malwa, cash... 520

Allowance, Taels... 32/48

Old Malwa, cash... 600/610

Allowance, Taels... 6/32

Powder, Oily, cash... 500/510

Allowance, Taels... 5/40

Powder, Paper tied... 500/510

Allowance, Taels... 5/40

EXCHANGE.

HONGKONG, April 2.

On London—

Bank, Wire... 2/113

Mails.

Mails.

Intimations.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA
ALSO
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 3rd April
1889, at noon, the Company's
S.S. YANGTSE, Commandant FANTIN,
with MAILS, PASSENGERS, SPECIE
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m., on
the 2nd April, 1889. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars apply at the
Company's Office.

G. D. HARMAN,
Agent.

Hongkong, March 29, 1889. 537

Occidental & Oriental Steam
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship GARLIC will be
despatched for San Francisco, via
Yokohama, on TUESDAY, the 9th April,
at 1 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full, and name will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—
To San Francisco \$20.00
To San Francisco and return, } 350.00
available for 6 months }
To Liverpool 325.00
To London 330.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific connecting Lines, Central Pacific
or Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Collector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 504, Queen's Road Central.

G. D. HARMAN,
Agent.

Hongkong, March 23, 1889. 519



STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MALTA, GIBRALTAR,
MARSEILLES, BRINDISI, TRIESTE,
VENICE, PLYMOUTH AND
LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 14th day of April,
1889, at 10 a.m., the Company's
Steamship PRUSSIA Cap. C. PORHL
with MAILS, PASSENGERS, SPECIE
and CARGO, will leave this port as above,
calling at GENOA.

Shipping Orders will be granted till
noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until 3 p.m., on
the 13th April, 1889. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.) Contents and
value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to

Mails.

Intimations.

CANADIAN PACIFIC STEAMSHIP
COMPANY.
TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship ABYSSINIA,
3,650 tons registered, G. A. Lee, Com-
mander, will be despatched for VANCOU-
VER, B.C., via NAGASAKI, KOBE and
YOKOHAMA (passing through the INLAND
Sea), on THURSDAY, the 4th April, at
Noon.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports and at Vancouver with San Fran-
cisco and Pacific Coast Points, and
at Victoria with San Juan, Victoria, and
the United States } 230.00
Vancouver and the United States } 300.00
To Liverpool 300.00
To London 305.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Offices,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight Agent, Vancouver, B.C.,
will be granted till
1 p.m. the 3rd April.

All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
6 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to

ADAMSON, BELL & CO.,
Agents.

Hongkong, March 20, 1889. 440

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN
SUEZ, PORT SAID,
TRIPOLI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS OF THE LEVANT, BLACK
SEA & BALTIc PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
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the Agency's Office.) Contents and
value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, March 18, 1889. 519

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH NEW YORK, VIA
OVERLAND RAILWAYS, AND TOWARD
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY
OF NEW YORK will be des-
patched for San Francisco, via Yokohama
on TUESDAY, the 16th April, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, via Yokohama
Inland Cities of the United States, via Over-
land Railways, to Honolulu, Tripoli, and
Dakar, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco \$200.00
To San Francisco and return, } 350.00
available for 6 months }
To Liverpool 325.00
To London 330.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific connecting Lines, Central Pacific
or Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVIGA-
TION COMPANY's Steamship

GLENG, Captain T. J. ALDERTON, with
Her Majesty's Mails, will be despatched
from this for LONDON, via BOMBAY
and SUEZ CANAL, on WEDNESDAY,

10th April, 1889, at noon.

Cargo will be received on board until
4 p.m. on the day before sailing.

Specie and Specie (Gold) at the Office

until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be
transhipped at Colombo; Tea and General
Cargo for London will be conveyed via
Bombay without transhipment, arriving one
week later than by the ordinary direct route
via Colombo.

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Passenger's documents of insuring their bag-
gage can do so on application at the Com-
pany's Office.

This Steamer takes Cargo and Passengers
for MARESILLES.

E. L. WOODIN,
Superintendent.

P. & O. S. N. C. Office,
Hongkong, March 22, 1889. 538

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,

TENTH YEAR.

THIS Review, which was intended to meet
the wants of students of Chinese
caused by the discontinuance of "Notes and
Queris on China and Japan," has reached its
Fourteenth Volume. The Review discusses
those topics which are uppermost in the
minds of students of the "Far East" and
about which every intelligent person con-
cerned with China or Japan is desirous of
acquiring trustworthy information. It in-
cludes many interesting Notes and original
Papers on the Arts, Sciences, Technology,
Folklore, Geography, History, Literature,
Mythology, Natural History, Antiquities,
and Social Manners and Customs of
China, Mongolia, Tibet, and the
East generally. Recently a new de-
partment has been taken, and the Review now
gives papers on Trade, Commerce, and
Descriptive notes of Travel by well-known
writers. It was thought that by extending
the scope of the Review in this direction,
the Magazine would be made more generally
useful.

The Review department receives special
attention, and endeavours are made to
present a careful and concise record of
Literature on China, etc., and to give
critiques embodying sketches of the most
recent works on such topics. Authors and
Publishers are requested to forward works
to the Editor, "China Review," care of China
Magazine Company and other Steamer.

Through Passage Tickets granted to Eng-
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